



The

Cyclist

Newsletter of the Capital City Cyclists
Volume 24, Number 4
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It's July and the heat is on, but so is the Tour de France. GO Lance!

Paceline - "Ride on By" video targets cyclists

By Tom Butler, CCC President

Two cyclists on a Saturday Chaires ride were recently stopped by a Florida Highway Patrol trooper and rebuked for rolling through the flashing red light at Lloyd. This might be more than a fluke. It could be a sign of things to come. A new bike-education video for police officers teaches them that chiding, and ticketing cyclists is part of their job to head off dangerous behaviors that might lead to accidents. The video, "Ride on By," was produced this spring with footage filmed in Wakulla, Palm Beach and Leon counties. The video was produced by Seidler Productions of Crawfordville for the Florida Bicycle Association.

"Ride on By" teaches that stopping a young cyclist who is traveling on the wrong side of the road, or running a stop sign, is not petty, it's part of preventing accidents.

An opening sequence in the video shows a deputy stopping and ticketing a young cyclist, and then being greeted back at headquarters with disbelief by other deputies who wonder why he bothered. The video makes the case that bike-safety lectures at schools and bike-safety rodeos at schools haven't done the job of preventing accidents, and that young cyclists who keep riding the wrong way could be the next accident victims that the deputy will have to respond to.

"Police officers don't ticket bicyclists because they feel silly doing it," said Lee Berger, who helped produce the



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We be biking Berliners

By Jim Mann

Intending our June trip to Germany to be a chance to meet our sister-in-law's side of the family, Jane Ann and I flew to Berlin sans cycling gear. I'd been over once before in January 1996 to visit my brother, Dick, his wife Baerbel and their two boys, but missed her relatives since none lived in Berlin. The cycling scene was also limited since the first trip was in the dead of winter. This time we hoped for more family and perhaps some cycling.

Jet lagged, we arrived late Sunday afternoon. Over tea that evening, Baerbel announced that she had rounded up two commuter bikes from a neighbor so we could ride the following day.

The next morning I did my best to get the tires pumped up with some very basic hand pumps, which made me long for my floor pump in Tallahassee. After a lot of effort, I was able to get enough air into the tires to get us under way, and off we went exploring. These bikes had fenders and lights, a few gears and upright handle bars. My brother's family lives in Wannsee, a southwestern Berlin suburb that borders a forested recreational area beside a long lake. At first we rode on wide sidewalks that have separate lanes for cyclists, but soon we turned onto a paved road through the forest. To our surprise, this road was off limits to cars.

Since it was a German holiday, we joined a large number of walkers and cyclists using the lakeside trail. A few racers with helmets and lycra passed us from time to time, but we blended in with the locals who were not attired in such apparel. It seemed strange to be riding without a helmet. But since none was available, we just did as most Berliners do.

There were several restaurants along our trail and most

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Biking Berliners

had lots of customers. We continued towards Potsdam and enjoyed a brisk day the likes of which we knew would not be found in Tallahassee for several months. Finally we turned back and stopped at a restaurant we'd passed a few miles before. As we sat at our table under a shady tree and feasted on roast beef, noodles and vegetables washed down with dark beer, we talked about how nice it was to see so many people out walking, riding and enjoying active recreation.

The next few days we got a chance to try out the S-Bahn and U-Bahn rail systems along with the city bus system to see the sights of Berlin. Both Dick and Baerbel use these systems as their primary transportation, relegating their car to secondary status.

We left Berlin by express train to head south and visit Baerbel's two sisters and their families for a few days but returned in time for Bike Day the following Sunday.

Baerbel had rounded up a Burley tandem so we could take part in this event with them. The school where she teaches has a couple of tandems to transport two blind students on field trips. Stopping by a local bike shop to get the tires pumped up, we took the opportunity to buy Baerbel a good floor pump as a gift.

Bike Day in Berlin is like a 16-pointed star with each point a meeting area for cyclists from which they ride towards the center of the city. From these 16 points the cyclists flow into the city where they meet at the Brandenburg Gate.

In our case it was hurry up and wait. It was a fast ride from the house to the gathering area but once there we had to wait for the Autobahn to be closed down. The four of us went off to get some ice cream during the delay. Soon it was time to go and we found ourselves on three

inbound lanes with cyclists of all ages. As we got closer to the city's center, more and more cyclists kept coming in from side roads. At last we were on the Strasse des 17 Juni, and we could see the Brandenburg Gate up ahead. It wasn't the last day of the Tour de France in Paris, but it's as close as we are likely to get to that feeling. Riding along with 250,000 fellow cyclists is a trip. After riding through the gate we were in the middle of food and entertainment on a large scale.

Our last evening in Berlin the four of us had supper with Helmut and Anne, friends of Dick and Baerbel. I'd last seen Helmut in 1978 and it was good to see him again. They get around using city transportation and their bikes, and they have never owned a car. In Berlin I can see how that would not be a big problem. Helmut invited us to come back and do some cycle touring with Anne and him, an invitation we readily accepted.



Paceline "Ride on By"

video. "And the video shows what happens if they don't do it, that those kids can get killed."

The news that sheriff's deputies or highway patrol officers will warn and might ticket reckless cyclists might worry those of us who remember officers years ago telling cyclists they couldn't be on the road at all, or worry that an overzealous officer might be, well, overzealous. But aside from safety for young cyclists, it also might in the long run give cyclists a better claim to the roads and the highways. I cannot remember how often I have discussed cycling with people outside our society only to have them immediately tut-tut about a flock of cyclists they encountered spread out across Crump Road or another route out of town.

The video was produced in part with funds from the "Share the Road" license plate and from the Florida Department of Transportation. The video is now out on DVD, costs about \$20 and is being marketed to police forces in Florida.

Laura Hallam, executive director of the Florida Bicycle Association, said "Ride on By" will be marketed at the Florida Police Chiefs Association conference and expo next week in Panama City, with a goal of distributing copies to all agencies.

If you have a computer equipped with either Windows Media or QuickTime, you can go to the website "<http://www.seidlerproductions.com>" to see clips from "Ride on By."



Jim and Jane Ann Mann ride with a quarter million new German friends on the Autobahn in Berlin

**Board of Directors
June 28 Meeting Summary**

By Julia Winter

TOSRV: The board is currently looking for a storage location for all the TOSRV supplies. We have free storage until the end of August; we currently have a proposal to purchase a storage shed and find a permanent location in a centrally-located member's back yard. **We do not yet have a TOSRV director** for 2005. If we do not have a director, we **cannot** have this great 2-day ride.

Spaghetti 100: We are looking for a director for the Spaghetti 100 ride. The ride is scheduled for October 23, 2004. The facility at Miccosukee may not be available, due to renovations. We will confirm the location this week. If we do not get a director, Pam Jackson will call for volunteers. A number of board members have agreed to work on a committee for this event. Karen Girard is looking into using PayPal (credit card payment access) to include with the on-line registration process.

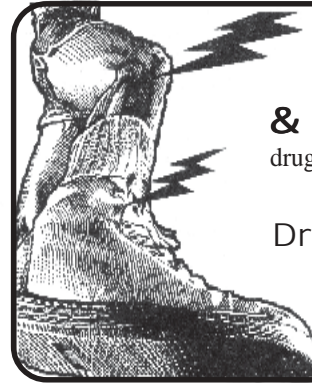
Holiday Parties: *Bastille Day* will be celebrated on July 11 at Piney-Z. Al Parker is in charge of this event and setting up the rides. The *Club Picnic* will be held on August 29 at Maclay Gardens. Julia will make postcards to remind members and assign them their potluck categories. Main course and drinks will be provided by the club, as usual. The *Winter Holiday Party* is still being arranged. We are hoping to get Temple Israel again this year, looking at a mid-December date.

Club Newsletter: We will be returning to the hard copy version to be mailed out to all members. Hopefully, this will be effective with the current issue of the newsletter. Larry Pushor had agreed to take care of the logistics.

Next Board Meetings: Monday, July 19, 7:00 pm at the Mann's house and Monday, August 16, 7:00 pm at the Mann's house.



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FBA is a not-for-profit **member-driven** organization created to inspire and support people and communities to enjoy greater freedom and well being through bicycling. We're uniting all types of cyclists—on-road, off-road, those who prefer shared-use paths or rail-trail riding—to create a statewide bicycling community bound together in common pursuit of a more bicycle-friendly Florida. For more information and to join, visit <http://www.floridabicycle.org/>

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Editor's Note: opinions expressed in The Cyclist reflect the viewpoint of the writer and not necessarily those of the Capital City Cyclist executive committee or other members. Columns and editorials on issues pertaining to cycling are welcome and encouraged. Submit yours to dave@cccyclists.org

Touring News

Georgia Tandem Rally 2004... Where Angela Does It With Another Couple



By Al Parker

The sixth Georgia Tandem Rally was held in Statesboro again this year. Fifty-nine teams attended the event, with four of them from Tallahassee. The Tallahassee teams were **Greg and Angela Knecht**, **Marv and Miryam Rubenstein**, **Rick Lindstrom and Terri Bowen**, plus **Al and Heidi Parker**. Florida took the lead this year with 18 teams at the rally, beating out Georgia with 17 teams. It should have been called the Florida Tandem Rally in Georgia.

Roger Strauss, Eve Kofsky, and their son Elliott organize the Georgia Tandem Rally each year. They created the event back in 1999. The rally's location is changed every two years. It started in Madison, moved to Athens, and most recently has been held in Statesboro. Next year it moves to a new location which is yet to be announced. Roger, Eve, and Elliott do an excellent job with the Georgia Tandem Rally. The rally is laid-back, but incredibly organized and lots of fun. The GTR tattoo contest was a big hit this year. I shudder to think of all the body parts sporting a tattoo that weekend.

I have previously written a couple of articles about tandem rallies, but I will once again review the basic tandem rally format for those of you who have not yet experienced one. The tandem rally is a three-day event, usually starting on Friday and ending on Sunday. A hotel is selected as rally headquarters. Organized rides are scheduled each day and cater to all ability levels. The rides usually leave from the hotel, keeping automobile use to a minimum.

In addition to the rides, the rally also consists of various social events. This year's GTR featured a dessert party on Friday evening at Georgia Southern University's Lamar Q. Ball Raptor Center. The university maintains this facility to care for injured birds of prey. Saturday's ride provided an excellent catered lunch at George L. Smith State Park, and the customary banquet was held at the Statesboro Inn on Saturday evening.

One of the highlights of this year's event was a "helmet cam" used by Eric Osgood and Linda Wood. The device consists of a small camcorder on the stoker's handlebars with a miniature camera attached to either the front of Eric's helmet or the rear of Linda's helmet. They get some great shots of the pack during rides, and these are later played back for the group at the hotel. It's like watching the Tour de France featuring you instead of Lance.



You're probably wondering what happened to Angela after reading the title of this article. As it turns out, Greg became ill after Friday's ride and was unable to ride for the rest of the weekend. In addition to their tandem and helmet cam, Linda and Eric brought their triple to Statesboro that weekend. Angela took them up on an offer to ride the triple with them on Sunday. One of the most prominent characteristics of a tandem team is flexibility, and riding a tandem is constant give and take. Therefore Angela easily made the best of the weekend even though Greg was ill. She certainly did not look as comfortable on the triple as she does on her custom Erickson with Greg, but she seemed to have a good time anyway.

Each year more tandems come to Tallahassee. When Heidi and I bought our first tandem in 1996, there were only a few. Now there are probably twenty-five or more. A tandem provides a healthy activity that couples can actually do together. As couples mature, and the kids leave home, activities of this type are very difficult to find. Single bikes

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*Al and Heidi Parker at the Georgia Tandem Rally
with their S & S coupled Co-Motion*

Tandem Rally

(or half-bikes as we tandem enthusiasts call them) are fine, but most couples cannot really ride them together because of their differing physical abilities. The tandem solves that problem. Plus two relatively strong riders on single bikes make a really strong and fast tandem team... which is much more fun for both parties.

One of the major problems associated with a tandem has been solved in recent years. Tandems were previously cumbersome and very difficult to transport. S&S couplers have solved that problem. Heidi and I have an S&S coupled Co-Motion tandem that packs in one airline-legal suitcase (no extra fee) and a wheel case. Not only does it fly well, but it fits in just about any type of vehicle once on the ground. This has certainly expanded our tandem rally range over the past couple of years.

If you're ready to go for that ultimate cycling experience and buy a tandem, I am certain that any of the Tallahassee tandem teams mentioned in this article will be glad to help. Heidi and I are on our third tandem, and I'm not sure that we have gotten it right yet. There are many things to consider, and you should talk to several teams to find out what they like and don't like about their tandems. There is also a wealth of information available on the Internet. So get going and don't miss out on the next Georgia Tandem Rally!



New Rides, Roads & Fun By Kathy Lurding

Something really special happened one sunny Sunday morning in May. Forty-six cyclists gathered to ride the Tour d'Chaires, the largest number ever during my experience with the club. All it took was a few phone calls and some extra posts to ENews and Tal-Rides, and the watermelon probably didn't hurt. The most important draw though, might have been the offering of a social riding option for the more moderately-paced cyclists. Over the past couple of years, the Sunday club ride seems to have evolved to serve the needs of the faster riders while leaving behind (literally!) those who seek a more relaxed experience. Many riders stopped participating or never started, feeling that they would get dropped if they were unable to keep up with the group or lost if they were unfamiliar with the route. The number of cyclists who came out to ride the Tour d'Chaires and the positive feedback that followed really show that there are plenty of club members who would enjoy the group ride experience if it were less intimidating.

I'm pleased to announce a new effort to engineer the Sunday ride schedule to include and encourage a greater representation of the cycling community. Beginning with the schedule posted in this newsletter, there will either be an option targeted at the moderately-paced cyclists or the ride length will be appropriate for the entire group. The ride leader will sign all riders up and distribute maps, but will be there to support the slower group and will attempt (within reason) to keep everyone together. Many of the routes were selected with a closer start location in mind, as several members really liked the potential for riding to the ride. This may also help take the sting out of the early start time in summer. Thanks to Jim Mann for putting the schedule together and all of the ride leaders for supporting this effort!

You may also have noticed some new routes on the schedule. Al and Heidi Parker deserve credit for the Canopy Road ride from Tom Brown Park and the Southwood ride, and have created some wonderful maps. Ideas for new routes are always welcome, so please share them with Jim Mann or me. We'll be happy to put them on the schedule.

The goals of this effort are twofold. The first is to better serve the needs of a greater variety of cyclists and to make sure that anyone trying a group ride for the first time has a good experience. The second is to establish a collection of riders who are interested in being part of a group that rides together at a moderate pace and provides mutual support and encouragement.

I hope that the shift in philosophy in planning the Sunday rides results in greater participation, not only in the rides but also in other aspects of club activities. There are many ways to get involved, from leading rides to directing or helping with events, or serving on the board. Please get in touch with me or any board member to find out more or to offer feedback on the changes we've made.

Hope to see you out there on Sunday!



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Racing

Bike Racing Fans at the Tour de Georgia, Part II

A View From the Top From Brasstown Bald to L'Alp d'Huez

By Dick Durbin

Bicycling has its share of legendary climbs: L'Alp d'Huez, Mont Ventoux, Tourmalet, Col du Madeleine, and now Brasstown Bald. One might be tempted to dismiss the Southern Appalachian Mountains as being unworthy of inclusion in such lofty company as this, but several European teams felt that the climbs of the Tour de Georgia were worthy of inclusion in their pre-Tour de France preparation.

Gone are the days when a Tour de France contender could afford to expend the amount of energy required for a three week tour like the Giro d'Italia. One week races such as the Tour de Georgia allow him to test his fitness without requiring the recuperation time of a grand tour. The Tour de Georgia also gave the major American teams the opportunity to test themselves against some of Europe's best. Stage wins by Gord Fraser, Jason McCartney, and Cesar Grajales riding against world class teams such as the United States Postal Service, CSC, Saeco, and Domina Vacanze showed the world that America's domestic racing scene has improved exponentially in recent years.

"...having Lance Armstrong ride within six feet of me was a big thrill."

My friends Jennifer Brubaker, Matt Brinkley and I took a couple of days off from work to attend stages five and six of the tour. We figured we would park ourselves on the toughest climb of the day in order to maximize the time we got to watch the racers. Stage five began in Dalton, Georgia and included climbs of Fort Mountain, Woody Gap, Wolfpen Gap, Neels Gap, and then back over Woody Gap. Saturday's stage six began in Athens and finished at 4,784 feet above sea level, on Brasstown Bald, the highest point in Georgia.

We arrived at our top secret cabin Thursday afternoon and, after a trip to the Booger Holler convenience store to

buy up their stock of white spray paint, we headed for the mountains to reconnoiter a prime spot from which we could observe Lance's climbing technique and Jennifer could observe Mario Cipolini's "sturdy haunches." (Maybe it's just because I am a guy, but frankly, I just don't get it. I mean, this guy Mario can't climb worth a darn but the ladies just seem to be so taken with him. I'll never understand women, I guess.) Anyway, we found a spot on the lower slopes of Brasstown Bald to emulate European fans and spray paint exhortations, exclamations, and mild expletives on the road.



I had a little time on Friday morning to get in a ride on some of the same roads the pros would be traversing later that day. The ride down Neels Gap was exhilarating. I rode more than five miles at speeds exceeding 40 miles per hour without ever turning a crank. Once I learned that the curves were gentle enough and banked enough that I did not need to brake, I was able to let myself go and enjoy the rush of good blacktop and a solid steel bike.

Soon enough, though, the drop leveled out and Matt was waiting for me at the bottom. Being the adrenaline junkie that he is and having ridden these roads before, he had reached the bottom before me. The ride back up to the cabin was just as breathtaking as the ride down. I guess breathtaking is a good term to use for an hour-long climb in a 30 X 26 gear.

Back at the cabin we loaded up our lawn chairs and a cooler full of Shiner Bock (my and Lance's favorite brew) and headed to Wolfpen Gap which some folks in the next cabin had suggested was a good vantage point. We arrived early enough to claim a primo spot and enjoy the gathering of like minded souls who figured that a bike race was as good an excuse for a party as any.

I learned a couple of things that you might want to keep in mind if you choose to go to the Tour de Georgia next year. First, if you are going to ride your bike to your viewing spot, don't wear a yellow jersey. You will be the

Continued on next page

Tour de Georgia

subject of considerable good natured ribbing and will be called "Lance" a lot. Second, if someone jumps up, points down, the mountain and screams, "Here they come", don't budge from your lawn chair unless you have head sirens and horns heralding the arrival of the riders. You may want to get up and pull people off the practical joker before the crowd pummels him into a bloody pulp, though.

At last, the riders started coming through. One and two at a time, then George Hincapie leading the USPS team with Lance Armstrong in the Yellow Jersey. I have always considered myself to be pretty cool in the presence of celebrities. Heck, when Louie L'Amour (the western writer) gave me a ride when my car broke down in the Colorado mountains, I didn't even let on that I knew he was famous. But, I have to tell you, having Lance Armstrong ride within six feet of me was a big thrill.



The next morning we headed out early for Brasstown Bald since we had heard that cars were not allowed on the mountain itself. Shuttle buses would take us to the parking area about three quarters of the way up the mountain. I figured that it must be a bad sign when we had to wait for our shuttle bus to cool down after making his last run up the mountain. We made it, however, to a spot between the parking area and finish line where we once again settled in with adult beverages and lawn chairs. Spectators were elbow to elbow along this stretch of road. An estimated 75,000 of us had lined the road on Brasstown Bald.

Someone had painted the name "Grajales" on the road. We had to search our program to determine that he was a Columbian rider on the Athens, Georgia based Jittery Joes team. You might imagine our surprise when the roar of the crowd made its way up the mountain to us and around the turn came a slight young man in a Jittery Joes kit. A quick check of the program revealed that this was, in fact, Cesar Grajales riding to victory on this mountain that forced many of the backmarkers to ride back and forth across the

pavement like sailboats tacking into a headwind.

Everyone had hoped that Mario Cippolini, famous for his sprinting prowess but infamous for dropping out of stage races when the mountains loom, would be able to finish. Well, Mario got by with a little... no, a lot of help from his friends. The climb up Brasstown Bald was a virtual Mario relay with fans pushing him until the race officials would ride up and tell them to stop. They would then hand him off to a new set of pushers. All this time Mario was riding along grinning like a mule eating briars.



Did the Tour de Georgia prove anything or give us any insight into whether Lance can achieve his goal of winning a sixth consecutive Tour de France? I doubt it. He looked to be in total control, even when finishing second on Brasstown Bald, though.

The Tour de Georgia did show that Americans will come out for a big stage race and spend money on hotels and restaurants. The photograph that appeared on the front page of the Atlanta Journal-Constitution and in Sports Illustrated of an 11 year old boy from Rome, Georgia running alongside Lance did a lot to show that bike racing has come a long way from obscurity in America. Perhaps a generation of Georgia kids will grow up emulating bike racers and wearing Jittery Joes jerseys rather than Georgia Bulldogs.





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The Local Racing Scene

By David Stotts

In the past two months, Tallahassee bicycle racers have won quite a few races. But, even in the races our men and women didn't win, the cyclists represented the Capital City with enthusiasm, skill, sportsmanship, and good cheer. Our bike racers are exemplary goodwill ambassadors for our sport and our town. They deserve our support and our interest.

Lamarche Wins Callaway Dual

The Atomic Race Team's Debbie Lamarche again demonstrated that she is the queen of dual when she won the Hughston Sports Medicine Center Fitness Series Duathlon in the +40 women's division on May 23. Debbie dusted many women half her age with a time of 1:38:12 for the 5K Run - 30K Bike and 5K Run.



Debbie Lamarche

"I raced in Pine Mountain, GA this past Sunday. I competed with 71 Women and placed 3rd overall and 1st in (my) age group. I must brag (about) myself.

Anyway the race was in Callaway Gardens. What an awesome place," wrote the effervescent Lamarche.

Atomics at Pensacola Crit

On the same Sunday, Lamarche's Atomic teammates traveled to torrid Pensacola for a downtown criterium, the Miracle Ride. The circuitous course in the historic district near Bayfront Auditorium featured six right-angled corners and a U-turn.

Junior racer Graham Gillis took second place after he expertly recovered from a crash - the result of overcooking a tight corner and hitting a curb. Older Juniors Dayne and Cody Johnson crossed the finish line on the Promenade in 4th and 5th respectively in their race. Erika Proctor, who is a Major in the U.S. Air Force when she isn't racing, made the podium with a 3rd place in the Women's race.

In the Masters division, the muggy conditions led Marti Aparicio to exclaim, "(I) lost my legs somewhere in Pensacola. I felt really bad and couldn't stand on the pedals. I almost quit but hung on for 6th." Close behind, teammate Tom Gillis came in 9th.

FSU Cycling sent Jacksonville native and current Seminole Brady Skaggs to the Cat 5 race where he finished 4th.

Holt 10th at Collegiate Nationals

The important news for FSU Cycling was the outstanding result of Dan Holt at Collegiate Road Nationals on May 21. Held on a tightly cornered and occasionally cobbled parcours in downtown Madison, WI, the race start was delayed into late afternoon by heavy rains. Despite near frictionless slipperiness on the road surface and the approaching sunset, the race pace was very aggressive. The field split into three roughly equal groups and the last one was lapped and eliminated. The front bunch of 37 contained Holt. In the sprint for the line, Holt, an aspiring meteorologist when off the bike, finished 10th, the highest placing from the southeast.

Guttenplan wins Georgia State Championship Road Race

After graduating magna cum laude from Leon High School the previous week, David Guttenplan, Holt's Locos/Porterfield teammate, won the Georgia State Road Race Championships on

May 29th in Dacula, GA. He was first over the line after 71.5 miles and a 1 km uphill finish.

"After taking 3 weeks at the beginning of May basically off the bike, I was really surprised to come into form like never before very quickly. I won the Georgia/Alabama State Road Race on May 29th after racing aggressively throughout the entire 80 mile hilly race. I went with just about every major move through out the race trying to insure that my team Locos/Georgia Cycle Sport was in the mix going for the big win for our Athens based team.

In the final lap of 10, I made a break of 5 with 3 Nalley/Lexus riders. I started chasing down attack after attack from Nalley. Finally, they started to crack one by one. The field was hovering very closely behind, and I started to sit on with 3km to go, hoping one of my Georgia teammates would bridge up for the win on the two one km climbs. Kurt Garin was coming up fast with less than a km to go, but unfortunately he broke a spoke and had to stop. With 200 meters to go, I started my sprint and quickly threw up the arms in triumph. (Georgia resident) Zach Taylor a good junior friend of mine on the Hot Tubes team won the Jersey just behind me," wrote Guttenplan.

Carnathan wins NORBA # 5 & #6

Colleen Carnathan prefers muddy trails, but the hot and dusty single track of Razorback Mountain Bike Park in Reddick did not stop Higher Ground's compact powerhouse from winning Round 5 of the NORBA SE Regional Championships over Memorial Day weekend. She took the gold in the +19 Women's Sport class by nearly two minutes over runner-up Renee Blaney.

Carnathan encored with another win at Round 6, the descriptively titled "Bump and Grind Race," in Oak Mountain, Alabama on June 16. Kirsten Bowers (Jim Smart Racing) chalked up an additional victory for Tallahassee women by dominating the Sport Masters 30-39 race.

Lamarche, Bowman, and Hickey take Stroll and Roll

More Big Bend athletic stars triumphed in Alabama on June 5th when they won three of the four top races at the annual Stroll and Roll Duathlon in Dothan. Debbie Lamarche (Atomic Race Team) annihilated her younger competitors to take first in the Overall Women's category with a time of 1:12:26 on the 5k run/13 mile bike/1 mile run course. Crediting her second duathlon victory in a month to quicker transitions and her long experience as a bicycle racer, she plans to contest Duathlon Nationals in Georgia and the World Championships in Geel, Belgium. Jeff Bowman and Briann Hickey (Gulf Winds) captured firsts in Male Masters and Overall Men's divisions.

Atomics at State TT Championships

On June 6, FSU Cycling and Team Velobrew rider Brady Skaggs posted the best time for the Cat 5 Individual Time Trial at the Florida Time Trial Championships in St. Augustine. The Atomic Race Team had some high finishes with 3rd places for Tom Gillis in Master +35 and Graham Gillis in Junior 10-12. The father/son Gillis team was 4th in the tandem race. Juniors Beck Frydenborg (17-18) finished 4th, Kellen Denny (13-14) was 5th and Dayne Johnson (15-16), 13th. In Cat 4, Russ Frydenborg was 13th and Erika Proctor, 15th.

Guttenplan 5th at Carolina State Championship RR

After winning the Georgia/Alabama State Road Championships the previous week, Locos/Georgia Cycle Sport star David Guttenplan nearly won the North Carolina/South Carolina State Championships on June 6th as well. However, because of a ill-timed sprint, he had to settle for 5th. David wrote,

"I got 5th after I screwed up the finish of the 100 mile RR. I had the win in the legs, but it was all my fault. Phil Southerland was about to give me a perfect leadout, but I lost his wheel and was unable to start my sprint until 100 meters to go. I still passed probably 10 guys and just wanted to race more. Oh well, I'm happy because I know the form is good. I felt so good I kept riding and did 140 miles yesterday!"

Guttenplan at Elite Road Nationals

Bike racers know it takes more than strength and talent to win; they know it takes luck as well. That lesson was reiterated for Locos/Georgia Cyclesport espoir David Guttenplan at the Elite Road Nationals in Redlands, California on June 16. Recognizing his exceptionally good form, David's team had flown him out to the west coast for the prestigious race against the absolute best competition in the country. Unfortunately, a puncture and a slow wheel change separated him from the front of the race, and the 100 degree heat and melted tarmac made dehydration and caution factors. On each lap of the 10-lap, 158 km parcourse, there were two long steep climbs that totaled 11,000 feet of climbing. Losing contact meant that your chance at a top spot was over. David was disappointed, but said the race was good experience.

Guttenplan 15th at Tour of Ohio stage race June 20-27

Thirteenth overall in the 2003 Tour of Ohio, David was again consistently among the leaders this year. In a week of grueling racing, he had three top ten finishes, placed 15th overall, and 10th in King of the Mountains amid a huge field of 199 of the U.S.'s best U-23 bike racers. On stage 3, the 80 mile road race to Old Man's Cave State Park, he won the bunch sprint to finish 6th, a mere 6 seconds behind the winning 5-man break led by the dominating Caleb Manion (Jelly Belly). Teammate and FSU Cycling rider, Dan Holt, also had some top ten placings and was 21st overall.



David Guttenplan (r) at the Tour of Ohio

Atomic Juniors attend SE Development Camp

Beck Frydenborg, Zak Ball, and Dayne Johnson attended USA Cycling's Southeast Regional Junior Development Camp at Furman University in Greenville, SC on June 14-18. The camp held daily races for which coaches kept track of individual times. "We did different types of TT. A flat course, a long rolling course, and a steep (12%) climb. The flat and hill were short but we did 4 repeats," wrote Beck.

Frydenborg's 7th overall time and getting the coach's pick qualified him to face an international field in the prestigious

Canadian stage race, the Tour L'abitibi in July. Chet Smith will contest the Tour L'abitibi as a member of the famous Hot Tubes squad. Zak Ball finished in 5th place for the 15-16 age group, and will attend Regional Mountain Bike Camp. Fellow camp rider and new friend Shawn Mullican offered Beck a spot on his Tennessee-based Team Imagination/GE to race in the Fitchburg-Longsjo Classic in Massachusetts on the long July 4 weekend.

Frydenborg at 45th Annual Fitchburg Longsjo Classic in Massachusetts

The four-day stage race began with the individual Best Western Royal Plaza Time Trial at which Beck finished 55th out of 100 riders and posted a time of 19:45.50, 2:43.21 off winner, Hot Tubes' Zach Taylor. The next day, riders were challenged by the hilly Aubuchon Circuit Race. A Fast pace split the 86 man field, and Beck rode at the front of the big lead group of 50 riders. He came in 22nd, 8 seconds back from winner Chris Stockburger (Rio Grande). Beck was the top finisher from his Imagination-GE team. The dreaded Unital Road Race at Wachusett Mountain was next. Most of the race was uphill with steep climbs and a mountain-top finish that broke the legs of the flatlanders. Frydenborg was 63rd out of 93 starters with a time of 2:23:37 and a deficit of 10:44 from the winner. The race concluded with the Workers Credit Union Downtown Criterium where Beck was 31st in a bunch sprint of the 50-man front group out of a field of 89. In the General Classification, he was 54th, second only to Shawn Mullican on his Imagination/GE team. It was an impressive victory for Hot Tubes, which took all three podium positions.



Beck Frydenborg

Note: Much of the race news appeared in some form in my bi-weekly Tuesday column in the Tallahassee Democrat Sports section. I mostly have re-written the copy and included more information, photos and quotes. An occasional word or phrase, however, may be the same as previously published. If you have news, results, and stories about bike racing, e-mail them to me at dave@cccyclists.org. I will try to publish your racing exploits either here or in the Democrat column. Remember, the reason that businesses sponsor bike racing is for the publicity. Every time a sponsor sees his name in print, it increases the likelihood that he will continue to give bike racers money to keep racing. For example, the word "Locos" appears four times in the above article.



2783 Capital Circle, NE
Tallahassee, FL 32308

(850) 422-1075

Way to Go, Tallahassee! Commuter Choices Week 2004

By Aaron Gaul, North Florida
Commuter Services

Five days a week, most of us climb into our cars and notice the small fuel gauge nestled in the cluster on our dashboard. And with each stop at a fueling station we notice the price of gas, which usually sparks a few disparaging words or at the very least a scowl. Escalating fuel prices have provoked more of the city's 82.4 % single occupancy vehicle drivers to think about realistic alternatives for the daily commute. In late May, Commuter Choices Week (CCW) gave Tallahasseeans, including the penny-wise commuters, a fun catalyst to discovering how easy it is to avoid the daily pocketbook crunch of driving alone to work. Whether it's riding your bike, working from home, carpooling with a friend, catching public transit, or walking on a sunny day— all of these transportation modes help save money, stress, and the environment.

A downtown transportation celebration on May 17th in front of the old capitol building kicked off the educational festivities. The community joined in the fun for free food and music, and to browse the numerous exhibits on transportation, the environment, and more enjoyable travel. We had an alternative fuel vehicle car show, hydrogen-fueled remote controlled cars to test drive, and electric bicycles to ride. Veteran bike commuters networked with newbies. Conversations about bike modes, routes, and "learning experiences" could be heard coming from the groups of bicycle commuters.

The week's events ended with a breakfast outside City Hall on Friday. Participants stopped by to enjoy a free breakfast to thank everyone for a great week!

This year Commuter Choices Week had 769 registered participants who eliminated 5,446 single occupant vehicle trips. That is over 5000 trips to or from work for which our citizens chose a better way to go! Of those 5,446 trips:

- **3,846 trips were by carpools/vanpools**
- **484 trips by bicycle**
- **512 trips by bus**
- **264 walking trips**
- **340 trips were completely eliminated by working from home**

So what do all those trips actually mean? In total, CCW participants were responsible for more than 83,000 vehicle miles saved.

In this single week, participants saved a combined \$39,436 in reduced fuel, maintenance, depreciation, and parking costs. They also kept approximately 37 tons of pollutants out of our air!

At the Department of Highway Safety and Motor Vehicles, 136 employees pledged to participate in this week's activities. These employees alone were responsible for eliminating 27,826 vehicle miles and 12.3 tons of pollutants. This group



also saved 1,113 gallons of gasoline (enough gasoline to fill 93 Toyota Prius's).

How can one person make a difference?

Jim Phillips, Student Activities Coordinator for Tallahassee Community College, set a great example for both his students and our community during Commuter Choices Week. Jim, an avid runner and cyclist, pledged to run, bike, and pool four days that week. His daily round trip from home to work is 34 miles. So, his efforts alone eliminated 136 vehicle miles traveled. Jim also kept an extra \$50 dollars in his pocket this week from fuel, maintenance, and depreciation costs associated with daily commutes.

Special Services for Bicycle Commuters

Commuter Services of North Florida, the City of Tallahassee Bike/Ped Program, TalTran, and the Department of Environmental Protection partnered to coordinate local activities for Commuter Choices Week. Representatives from these agencies and other interested groups staffed displays that showcased their services to the community.

There are plenty of obvious benefits to both the rider and the environment for bicycle commuting, but with those benefits come some realistic concerns and barriers. These are the same concerns that the coordinating agencies of CCW attempt to understand and address.

During CCW, Commuter Services of North Florida used the opportunity to publicize the expansion of the

Guaranteed Ride Home Program.

The program now offers a free emergency ride home in a taxi cab to bicyclists, bus riders, and walkers. Bicyclists who commute at least three times a week on their trusty pedaled steeds are eligible for the free

Continued on next page,

program. This allows you to leave your worries at home with your car! No longer will the possibility of your child becoming sick at school or an afternoon monsoon inhibit you from riding your bike to work.

The Tallahassee-Leon County Bicycle/Pedestrian Program kicked off Commuter Choices Week with the Tallahassee-Leon County MPO adopting the **Bicycle and Pedestrian Master Plan**. This plan outlines strategies and projects for accommodating the needs of cyclists and pedestrians over the next 25 years. Also, throughout the week the Bike/Ped program staff was on hand for those interested in **planning safe bike-commute routes**. They also handed out reflectors and other bike safety freebies.

TalTran staff was available throughout the week to supply information and answer questions regarding the **Bike on Bus program (B.O.B.)**. The bike racks on the buses are easy to use. Nevertheless, it's quite understandable that bike commuters might have some initial questions regarding loading and unloading the bike racks for the first time. B.O.B enables bicycle commuters to trade parts of their pedaled routes for bus rides. Say you live in Killlearn Lakes and want to bike downtown but think it's too far. You could ride your bike in the bike lanes on Thomasville Rd to the northernmost bus stop, load your bike, then bus the rest of the way.

Commuter Choices Week was a

wonderful time for avid cyclists to practice their passion and enjoy it as a commute mode. But, you don't need to wait until next year to give it a shot! Contact Commuter Services of North Florida at 1-888-454-RIDE for additional information about Commuter Choices Week, any of the above services, or how to get started. You can also access more information and event pictures online at "<http://www.commuterservices.org>".



After the Commuter Choices breakfast in front of City Hall, Acting TalTran Director Dewayne Carver prepares his bike to ride to his Appleyard Dr. office, while Mark Fuller (l) and) John Robertson (r) discuss bike commuting.



Bike Ped Coordinator Jennifer Carver (l) and MPO Planner James Johnson distribute copies of "Florida Bicycling Street Smarts."



1909 Thomasville Road
850 224-7461



"I continue to believe that no vehicle on a city street should be capable of exceeding a speed at which a collision with a pedestrian is likely to be life threatening, excluding only emergency service vehicles with sirens. Clearly, we also need to develop a culture that regards the pedestrian and cyclist as the true owners of the street, and vehicles as intruders that are sometimes suffered, never welcome."

- J.H. Crawford, author of *Carfree Cities* www.carfree.com



Bike Sweat by Bill Otersen all rights reserved by the Artist





Bike Shorts

CCC NEEDS YOU!

The Capital City Cyclists relies upon volunteers to provide the many benefits the club brings to its members. If you have some time to spare, enthusiasm, and want to become more involved with club activities and gain valuable experience in event coordination, please volunteer to help. Below is a list of positions that needed to be filled as soon as possible.

There is a real possibility that the club's biggest event, TOSRV, will not happen next year if no one volunteers to direct it. Since TOSRV is the major source for the Club's ability to fund local cycling programs like the Atomic Race Team's Juniors, loss of TOSRV will have a negative impact on the broader cycling community. If you would like to volunteer for any of these positions or would just like to know more about assisting the club, please email Pamela Jackson at "<mailto:echo21@earthlink.net>".

TOSRV Ride Coordinator: This rewarding and exciting job comes with a modest salary and requires dedication, organization and a willingness to expend a significant amount of time and effort. The TOSRV Coordinator organizes and directs all aspects of the two-day bicycle tour. Planning for the tour begins in July and the work culminates in April. The coordinator works with many other volunteers during this event. Larry Pushor, who has been the coordinator for several years, is willing to mentor the volunteer for this position.

Spaghetti 100 Ride Coordinator: Similar to the TOSRV Coordinator but easier, the job promotes a one-day ride. There's still a lot to do, but the overall effort to put the ride together only runs from July to October. Again, the coordinator will work with many other volunteers during the event. Karen Girard has written a Spaghetti Coordinator's Handbook to assist the volunteer for this position. Putting on Spaghetti can even be fun, and you can expect a lot of pats on the back and grateful thanks at the big pasta feed at ride's end.

Lastly, the job of **Event Registrar** will manage all aspects of registration for both the Spaghetti 100 and TOSRV. If you like fiddling with computer databases or want to learn and are also a people-person, this is the job for you. The busiest times are the months of September/October and February/April. Mentorship for the position will be provided by Karen Girard.

Keeper of the Keys

You, yes you, could be the keeper of the keys. The keys to the Capital City Cyclists stock of equipment we use to support the TOSRV, the Spaghetti 100 and the club picnic. We're looking for someone who could store the equipment in their house, attic or garage, or have a small CCC storage shed placed in the back 40. The equipment includes coolers, utensils, safety signs and flags, flashlights and a garden-hose shower stand, and would probably cover a floor about 6 feet by 10 feet. Why a storage shed? We've figured that buying a portable yard shed would very quickly be more economical than paying a steady check month after month after month to a storage company.

If you've got an empty attic, partly empty storage room or a spot in the back yard that would be graced by a small utility shed, please call Jim Mann at 422-0302 or Chris Lacher at 385-7340. And, thanks!

Radio shock jocks continue to target cyclists

Last year, certain Clear Channel radio stations around the country put a stop to their disc jockeys advocating that listeners deliberately use their cars to hit bicycle riders. However, in May of 2004, the League of American Bicyclist's executive director Andy Clarke reported that four other non-Clear Channel radio stations - in Detroit, Atlanta, Boston, and Panama City - have jocks spewing the same hate and violence against cyclists. He quotes an Atlanta radio talk show host as saying,

"I like to smoke a little weed, get behind the wheel of a car...and nudge them (bicyclists) right off the road into a tree."

The Atlanta situation was resolved, according to the LAB website, when the management of WNNX-FM (99X) and its parent company Susquehanna Radio Corp. disciplined the hosts of the Don Miller show, made them apologize, and began broadcasting pro-bike PSA's.

The other three incidents, however, have yet to be settled.

Clarke says you can help by visiting www.bikeleague.org and send a letter to the station owners. A letter to the Federal Communications Commission, which regulates on-air behavior, might also do some good. The FCC has the power to levy big fines and deny licensing for on-air offenses against the communities served by the stations. Encouraging murder and mayhem would seem to qualify as grounds for revocation of a broadcasting license.

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Book Review

By David Stotts

A bicyclist stops at a red traffic light, but does not activate the loop detector buried under the tarmac. The light remains red and the bike rider grumbles. Is it legal for the bicyclist to proceed through the intersection when safe, or must he wait for a car to trip the green light? This question and many other puzzles about bicycling traffic law and safety are solved in the slim little 48 page volume, *Florida Bicycling Street Smarts*. Originally published by Rodale Press, the book was updated and appended to be Florida specific. Famous bike pundit John Allen authored the core portion and Florida sections were added by the FDOT Safety Office and the Florida Bicycle Association.

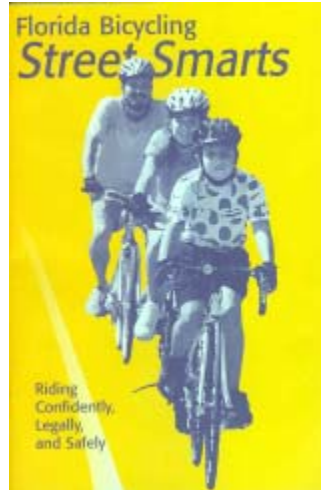
Well illustrated with simple and lucid diagrams and text that's clear as Wakulla Springs water, *Street Smarts*, explains how to ride safely in peaceful co-existence with motorized traffic. Since "fear of traffic" is the number one excuse folks invoke as the reason they don't ride their bikes to work, stores, or anywhere else in town, this is an important book for all of us. Even for strictly recreational riders and racers, Chapter 7, "Riding in Groups" provides cogent advice and illustrations concerning pacelines and drafting. New club members would do well to pick up this book for the description of the four types of pacelines and other group etiquette.

Legal-minded riders will appreciate chapter and verse of the bicycle-relevant sections from the *Florida Statutes*.

Riders who crash frequently might be interested in Chapter 5, "Steering Out of Trouble" and Chapter 6, "Using Your Brakes" for some collision-avoidance techniques that you may not have heard about.

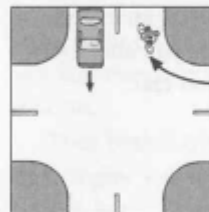
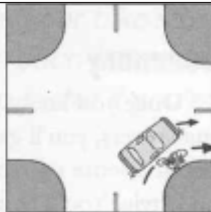
The two best pieces of advice in the book, are "the safest way to ride is as part of the traffic," and "two-way communication (with motorists and

Florida Bicycling Street Smarts By John Allen



10,000 copies were printed by the Florida Bicycle Association with funding from the "Share the Road" license plate and FDOT Safety Office. To obtain a FREE copy, contact FBA at www.floridabicycle.org or FDOT Safety Office at www.dot.state.fl.us/safety

Collision avoidance:
Quick turn to the right of a right-turning car.



Collision avoidance:
Quick turn to avoid a car running a stop sign.

Collision avoidance:
Quick turn ahead of a left-turning car that failed to yield.



other bicyclists) is the key to your safety." Another good one is "ride to make sure you're visible." In other words, ditch the dark jerseys. Or, wear a light-weight safety vest over dark clothing.

Although sometimes we may think we know everything about bicycling (mea culpa!), there are some revelations in the book for everyone. A read of *Street Smarts* might result in learning something new and avoiding a trip to the emergency room.

According to *Street Smarts*, the answer to the question about the legality of riding through the red light that won't change is yes, it is legal to proceed through the intersection. The reason: the signal system is malfunctioning when it doesn't change for a complete cycle of the light. Florida Statutes say that the malfunctioning light becomes a stop sign. Thus, the cyclist can proceed when it is safe after a stop.

Reporting Bad Drivers

"If a motorist inadvertently or maliciously causes you to feel threatened or attempts to harm you, make note of the license plate number and, if possible, a description of the driver. In some places you can report the incident to the Department of Motor Vehicles."

- Florida Street Smarts

Local contact to report bad drivers:
Sgt. David Folsom, TPD
891-4266 folsomd@talgov.com



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Shop Talk - Mech tips and Hot Hardware from Tallahassee's bicycle shops

Tec's new niche: FSU budget commuter bikes, deals on road bikes, and expert repairs


Tec's Bicycle Sport on Gaines Street near FSU, which once catered to the racer as Tec's Pro Shop, has shifted its focus to the nearby student market, and has some great deals for CCC members on Trek, Fuji, and Serotta road bikes from its earlier incarnation. *The Cyclist* stopped by on a torrid summer afternoon to ask the wise and venerable mechanic, John Robertson, some reader questions and learn about the bargain prices on the road bikes on the showroom floor.

Reader Questions: *I'm planning to do a lot of self-contained touring and can't decide what kind of touring bike to buy. I've heard that steel is the preferred frame material. What would you suggest?*
-Jim Mann

"It still seems that the majority of people who do a lot of touring lean toward steel frames. In fact in the Trek line, the only steel road frame they sell is their touring bike. All the other road frames on Trek bikes are aluminum or carbon. They tried a touring bike out of aluminum a few years ago, but now sell only steel for touring. Trek found that steel is a little more forgiving and comfortable for long distances than aluminum. Their latest steel touring bike is similar to the very dependable 520 model that they sold for many years. Conditions in some parts of world may even want the cycling tourist to consider a mountain bike. In addition to being better equipped for handling dirt or gravel roads, having the more common 26-inch tires and wheels with rims drilled for schraeder valves, will make finding replacements in remote parts of the world a lot easier. When Dan and Lys Burden made their epic Alaska-South Argentina bike trip nearly thirty years ago, Lys had 26 X 1 3/8 schraeder-drilled wheels built for her road frame. That was years before mountain bikes existed."

I keep reading about tubeless bicycle tires, but have never actually seen one. I've heard that Michelin will be coming out with a road version next year to add to its mtb tubeless line. Do you think they are viable alternatives to the inner tube system?

"No. I really think tubeless bike tires are a bunch of boloney and hype. Of course, you have to have a special rim and the tire itself sells for around \$50. We stock



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tubeless mtb tires because we sold a couple of sets of wheels with tubeless rims. But, we never saw the people again and still have replacement tires. Users of tubeless tires are very rare in Tallahassee. Although tubeless may eventually catch on, I think it may end up as a fad, the way the various solid rubber tires, honey-combed tires, and other attempts at eliminating inner tubes have."

Hot Hardware: Robertson said that Tec's shift away from the high-end racer market to the more budget-minded FSU commuter and mtb student market has produced some great deals for CCC roadies. Pictured below are a gorgeous titanium Serotta Peloton for under \$3,000 and Trek 1000's and Fuji road bikes for \$599 - \$999. Note the rare CCC rain jacket and jersey. And for repairs, you can't find a better nor more experienced mech than Robertson.



John Robertson with Serotta Peloton, Trek 1000, and CCC rain jacket and jersey.

Send bicycle mechanical questions to dave@cccyclists.org. We'll have them answered by a top local mechanic.

Legal Spin

by David Fonvielle

An avid local bicyclist and CCC member, David Fonvielle is the senior partner in the firm of Fonvielle, Lewis, Foote, and Messer. He has provided legal representation to injured bicyclists and other injured persons in Tallahassee and throughout Florida and Georgia.

Question: A Capital City Cyclist member has asked the following question:

If a motorist exhibits aggression toward a bicyclist such as forcing the cyclist off the road, honking, etc., but causes no physical injury or damage, would reporting the motorist to the police have any bearing on future litigation if the motorist subsequently causes an injury or damage in a similar incident?

Answer: It is unlikely that this prior activity would be admissible in civil litigation where the objective was to recover compensation for personal injury or property damage. There are exceptions to the rule, but, in general, the prior incident would not be admissible in the subsequent civil proceeding.

The situation is different however if the prior incident was reported and a criminal or traffic infraction conviction or guilty plea was the result. In this situation the conviction or guilty plea would have limited, but very effective application if the same individual was subsequently convicted or plead guilty to similar activity. Although the prior activity would not necessarily be admissible in the subsequent criminal trial or traffic infraction hearing, it would be admissible at the sentencing stage if the individual was convicted or plead guilty to the subsequent incident. In

this situation the judge will generally impose a much stiffer sentence or fine for the second offense. Consequently, reporting these situations is a good idea, however, unless you can positively identify the driver as well as the automobile, it is unlikely any charges would be filed. It would also be good to have several witnesses.

the Pecan Pedalers

of Albany, GA present

The Nut Roll Ride

September 18, 8:00 am
Chehaw Park Creekside
Education Center
Four routes: 30, 45, 65,
& 100 miles
Pre-registration: \$20
Day of Ride registration: \$25

<http://www.pecancitypedalers.org/>
Tom Clure tclure@aol.com



C. David Fonvielle National Board of Trial Advocacy
Florida Bar Board Certified
Civil Trial Lawyer

**Fonvielle, Lewis
Foote & Messer**
ATTORNEYS AT LAW

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Tallahassee, Florida 32308
Phone: (850) 422-7773 Fax: (850) 422-3449
Toll Free: (800) 876-7773
E-mail: david@wrongfullyinjured.com

Change of Address

Have you moved? Keep your address current with Capital City Cyclists to guarantee that you continue to receive *The Cyclist*, plus invitations to all of the club socials and special events. Fill out the form below and mail it in to: Capital City Cyclists, PO Box 4222 Tallahassee, FL 32315-4222.

Name: _____
New Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Email: _____

Quick Address Update:

E-mail your information to echo21@earthlink.net or call Pam at 980-3240 to update your mailing address, phone number and e-mail address.

Capital City Cyclists Regularly Scheduled Rides

A=>21 B=18-21 C=15-18 D=12-14 EZ=<12 YOYO=You're On Your Own

For the latest information on club rides visit the club web page at www.cccyclists.org

Helmets are required for all rides.

Recurring Rides				
Date/Time	Miles/Level	Leader/Phone	Starting Point	Name of Ride/Comments
Saturday 7:30 a.m.	20/31/45 A/B/C	YOYO	New Chaires Elementary School on Chaires Cross Road	Chaires Ride Group decides route and mileage.
Sunday 7:30 a.m.	20/38/51 A/B/C	YOYO info: Peter Stone 942-9095	Cabo's Grill parking lot, corner of Apalachee Pky & Magnolia	Cabo's Breakfast Ride B/C riders should bring riding partners
Friday 6:00 p.m.	Group decides B/C/D	YOYO	St. Marks Trailhead	Dine and socialize after ride at a local restaurant
July/ August Rides				
Date/Time	Miles/Level	Leader/Phone	Starting Point	Name of Ride/Comments
7/4/2004	ALL	N/A	Wherever you choose	July 4 YOYO
7/11/2004 8:00 a.m.	35 & 20 ALL	Al & Heidi Parker 668-4478	Piney-Z Clubhouse	Bastille Day Ride - Modified Food Lion Ride with 30-ish and 20 mile road routes and an off road option
7/18/2004 7:30 a.m.	34 B/C	YOYO with map provided	Cabo's Grill parking lot, corner of Apalachee Pky & Magnolia	Cabo's Ride - All riders welcome! No one dropped on the 21 mile ride.
	21 C/D	Mike Madsen 523-0400		
7/25/2004 7:30 a.m.	32 B/C/D	Dave Beck 656-2797	Miccosukee Day School	Miccosukee to Monticello
8/1/2004 7:30 a.m.	31 B/C/D	Kathy Lurding 656-1633	Summit East parking lot, Hwy 90 East just past I-10	Tour d'Chaires
8/8/2004 7:30 a.m.	34 B/C	YOYO with map provided	Cabo's Grill parking lot, corner of Apalachee Pky & Magnolia	Cabo's Ride - All riders welcome! No one dropped on the 21 mile ride.
	21 C/D	Jim Mann 422-0302		
8/15/2004 7:30 a.m.	37 B/C	YOYO with map provided	Monticello High School	One Legged Turtle Ride with shorter option TBA
	TBA C/D	Theresa Leslie 877-2319		
8/22/2004 7:30 a.m.	37 B/C	YOYO with map provided	Tom Brown Park - turn at BMX sign, park about half way down main road in the grass on the left.	Tom Brown Canopy Roads Rides - All riders welcome! No one dropped on the 25 mile ride.
	25 C/D	Mike Madsen 523-0400		
8/29/2004 8:00 a.m.	TBA ALL	Tom Butler 421-6966	Maclay State Park Picnic Area	Annual CCC Picnic with two road routes and an off-road option
9/5/2004 7:30 a.m.	35 B/C	YOYO with map provided	Calvary, GA - North on Hwy 27 through Havana to Hwy 11. Turn right, then 3 miles	Calvary to Climax with option for a shorter route
	30 C/D	Tom Strazulla 539-9598		
9/12/2004 7:30 a.m.	24 B/C/D	Al & Heidi Parker 668-4478	Details TBA	Southwood Ride

For information on out of town rides, visit the Florida Bicycle Touring Calendar online at <http://www.floridabicycle.org/fbtc/>

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Upcoming Events

July

- 11 Bastille Day - Piney Z
- 19 CCC Board Meeting

August

- 16 CCC Board Meeting
- 29 Club Picnic - Maclay Gardens
- 31 BPAC Meeting



Capital City Cyclists
P. O. Box 4222
Tallahassee, FL 32315-4222

www.cccyclists.org

PLEASE FORWARD



Capital City Cyclists is a member organization of the League of American Bicyclists, Adventure Cycling, the International Mountain Bicycling Association, and the Florida Bicycle Association.

Is your address current?

If you see a yellow label up above, we don't have your current address.
Please call Pam Jackson at 980-3240 to ensure that you continue receiving your newsletter.